

US 8 EIS RELOCATIONS REVIEW–SEPTEMBER 2005

A field review was conducted by SEH staff September 20-21, 2005 to compare the Conceptual Stage Relocation Plan (CSRP) prepared by WisDOT staff and the relocation information provided by Strand Associates, SEH, and EMCS

The analysis included a field investigation of existing properties impacted by the US 8 alternatives and a comparison of the WisDOT prepared CSRP document to the field investigation.

There were notable differences between the WisDOT approach and the Study team reported relocations. A significant difference between the WisDOT approach and Study team approach was the inclusion of cellular towers and off-site signs by WisDOT for the business relocation estimates. These relocations were captured in the September 2005 field review and added to the original numbers reported by the study team.

A detailed comparison was completed between the properties identified from the field review and the WisDOT descriptions from the CSRP. There were consistent issues that were identified during the comparison including:

- The WisDOT approach was more conservative than the study team approach which resulted in a higher number of relocations reported in the CSRP than would likely be affected by the alternatives. A property located adjacent to but outside of the 400/600 foot corridor was not included in the study team field review impacted properties.
- In several instances, WisDOT reported relocations for an alternative that the field review determined was either not affected by the alternative, or part of a different alternative. For example, in locations where alternatives converge or diverge from one another.
- In some instances, the alternatives may have since been modified to avoid impacts after the CSRP was completed, resulting in lower relocation estimates than initially thought. An example of this situation includes the Barron Alternative A–Short South Bypass that was relocated further south of the existing US 8 corridor.
- Some descriptions within the CSRP included vacant and/or “possible” uses that WisDOT could not confirm. For alternatives with a large number of relocations, Study team did the best it could to determine if these were reported as relocations or omitted from the CSRP.

The specific comparison of the WisDOT CSRP and the study team field review are included in the following sections according to segment. Tables in each section include the numbers that were originally reported by WisDOT and a comparison of the field verified relocations for the study team.

Deer Lake Segment I–200th Street to 120th Street

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
On-alignment	13	38	26	34
Southern Realignment	4	31	21	28
Far Southern Realignment	4	31	19	24

Relocations identified from the field review were relatively close to what was initially reported within the CSRP for this segment. The initial relocations reported for the study team did not include several businesses located between WIS 35 (N) and 200th Street that were included within the CSRP.

Recent adjustments were made for the segment of US 8 west of WIS 35 (N). The adjustments include access relocations for all at-grade public and private streets and driveways between WIS 35 (N) and 200th Street. New access would be relocated to an auxiliary street system that parallels US 8. Initially, structures would have been acquired to accommodate the additional lanes. With the new adjustments, business and residential acquisitions would not be required west of WIS 35 (N). A total of 28 businesses and 3 residences were removed from the original relocation estimates because of the recent changes. (- 28 Businesses, -3 Residential)

The following differences between the field review and the CSRP were identified (not including recent changes noted above):

- Three residential relocations located near WIS 65, two of which are located on the north side of US 8 were included in the CSRP and would likely not be affected by the alternatives (- 3 Residential).
- A mobile home and a pole building located on the south side of US 8 in a highly wooded area (difficult to see) would likely be affected by the alternatives. These structures were not included in the CSRP (+1 Business, +1 Residential).
- A tan ranch located west of the cell tower was not included in the CSRP (+1 Res).
- A hobby farm, residence, and propane business located on the south side of US 8 near 120th Street were included in the CSRP but would likely not be affected by the alternatives (-1 Business, -2 Residential).

Apple River Segment II–120th Street to County E

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
On-alignment	6	8	14	22

The following differences between the field review and the CSRP were identified:

- Additional properties were identified as affected than were initially reported in the Study team relocation estimates.
- Two off-site signs were included within the WisDOT estimate, but would likely not be affected by the alternative (-2 Business).
- Five residential relocations along the south side of US 8 would likely not be affected by the alternative (-5 Residential).
- The two mobile homes adjacent to the sporting goods shop appeared to be part of the business rather than used for residential purposes (-2 Residential).
- The hobby farm would likely not be affected by the alternative (-1 Residential).

Range Segment III–County E to 50th Street

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
On-alignment	3	5	21	27
Northern Realignment	1	3	6	4
Southern Realignment	0	3	5	7

Some of the description within the CSRP included locations with combined residential and business relocations. The On-alignment Alternative was shifted north to limit impacts to the north side of the existing US 8 corridor. The CSRP includes relocation estimates from both sides of existing US 8.

The following differences between the field review and the CSRP were identified:

- Structures within Range located along the south side of existing US 8 would likely not be affected by the alternatives.
- The utility sub-station is located within the On-alignment and Northern Realignment Alternatives (+1 Business).
- A former restaurant located on the north side of existing US 8 is currently vacant and would likely not require relocation unless it becomes occupied in the future (-1 Business).
- A commercial site located in the Southwest quadrant of the US 8/County D intersection would likely not be affected (-1 Business).
- A bar/tavern located in the southeast quadrant of the US 8/County D intersection would likely not be affected (-1 Business).
- The two houses located north of Range along 60th Street are located north of the corridor and would not be affected by the Northern Realignment Alternative (-2 Residential).
- A small white ranch located on County D south of US 8 and across from the vacant grain operation could be affected by the Southern Realignment Alternative. The structure was not included in the CSRP (+1 Residential).
- The study team identified a farm that would likely be affected along the north side of US 8 (+1 Residential).

Joel Flowage Segment IV–50th Street to 15th Street

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
On-alignment	2	3	8	14
Realignment	1	0	6	11

The following differences between the field review and the CSRP were identified:

- Residential and commercial properties located on the south side of US 8 were included by WisDOT, but would likely not be affected by the on-alignment alternative.
- The pottery business/residential relocation located on the north side of US 8 would likely not be affected by either alternative (-1 Business, -1 Residential).
- The field review identified more properties than were initially reported for the study team information.

Turtle Lake Segment V–15th Street to 5th Street

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
Alt 1–Short South Bypass	0	1	11	14
Alt 2–Long South Bypass	0	0	7	9
Alt 3–Northern Bypass	1	1	11	11
Alt 4–Through-town Alignment	1	1	8	3

The following differences between the field review and the CSRP were identified:

- The locations of four residential properties south of US 8 could not be confirmed, it is likely that they would not be affected by the southern alternatives as they were not identified within the proposed corridor in the field review (-4 Residential).
- One farm relocation was identified in the field review that would likely be affected by the Long South Bypass Alternative (+1 Residential).
- Two residential relocations identified in the CSRP appear to be south of and not affected by the Northern Bypass Alternative (-2 Residential).
- Three homes near 3rd Street would likely not be affected by the alternatives, however, three mobile homes located near 4th Street would (0 Residential).
- Three residences along existing US 8 and east of Turtle Lake would likely be affected by the Through-town, North Bypass, and Short South Bypass Alternatives (+3 Residential).

Poskin Segment VI–5th Street to Sweeney Pond Creek

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
On-alignment	19	15	24	32
Southern Realignment	14	11	10	11

WisDOT indicated several businesses to be vacant. In fact many of the businesses were still vacant at the time of the field review. It appears that the vacant structures, the community center, and the town garage were not included in the CSRP relocation estimates.

The On-alignment Alternative was shifted to only affect businesses and residences located on the south side of US 8. The CSRP included relocation estimates for both sides of US 8 which may have resulted in slightly higher residential relocations reported in the CSRP. In addition, the initial study team relocations reported for the Southern Realignment Alternative appear to exclude the on-alignment sections of the alternative resulting in very low initially reported numbers.

The following differences between the field review and the CSRP were identified:

- The three mobile homes located east of the propane tenant and green stucco house did not exist during the September field review (-3 Residential).
- Study team considers the residence associated with the clock shop to be affected, the CSRP does not (+1 Residential).

- Two residences located on the north side of US 8 and west of the clock shop would likely not be affected (-2 Residential).
- The salvage yard was not present at the time of the field review, WisDOT was uncertain as to the status of the possible business at the time the CSRP was completed (-1 Business).
- A residence on the north side of US 8 was considered to likely not be affected (-1 Residential).
- Five residential relocations were considered to likely not be affected (-5 Residential).
- An off-site sign and two vacant commercial sites were considered to likely not be affected (-3 Business).
- Three residences along 10th Street do not fall within the right of way for either alternative (-3 Residential).

Barron Segment VII–Sweeney Pond Creek to US 53

The following table shows a comparison between what the September 2005 field review identified and what was initially reported by WisDOT in the CSRP:

	Field Verified Business	WisDOT Reported Business	Field Verified Residential	WisDOT Reported Residential
Alt A–Short South Bypass	3	1	10	20
Alt B–Long South Bypass	3	1	11	3
Alt C–North Bypass	1	1	7	3
Alt D–Through-town	17	19	44	77

Some residential relocations reported in the descriptive text of the CSRP could not be verified during the field review. WisDOT reported relocations on both sides of the US 8 corridor for Alternative D–Through-town resulting in a greater number of relocations than would likely be affected. In addition, WisDOT considered relocations along US 8 and west of the city of Barron to be impacted by Alternative A–Short South Bypass. This alternative was recently shifted south to reduce impacts. Though WisDOT did not include these impacts as part of the Through-town Alternative, locations along US 8 west of the city would likely be affected as part of this alternative. These relocations have been included as part of Alternative D–Through-town. The field verified numbers also include churches, the public utility building, and other properties that may be considered public uses and not relocations.

The following differences between the field review and the CSRP were identified:

- A newer gray ranch near Sweeney Creek may not have been constructed during the WisDOT field review (+1 Residential).
- A tan mobile home located on the north side of US 8 would likely not be affected (-1 Residential).
- A taupe residence would likely not be affected by the Through-town Alternative (-1 Residential).
- Two residences would likely be affected by the North Bypass Alternative that were not included in the CSRP (+2 Residential).
- The Long South Alternative would likely affect a newly constructed tan home and pole barn located on the east side of 12th Street (+1 Residential).
- A blue mobile home in a stand of trees on the south side of 14th Street is directly in the path of the Long South Alternative (+1 Residential).
- Two residences on 14th Street would likely be affected by the southern alternatives (+2 Residential).
- A brown home would likely be affected by the southern alternatives (+1 Residential).

- A yellow house would likely be affected by the Short South Alternative (+1 Residential).
- A brown house and the waste water treatment plant would likely be affected by the southern alternatives (+1 Business, +1 Residential).
- A newly constructed tan house would likely be affected by the North Bypass Alternative (+1 Residential).
- Two residences on the south side of US 8 near US 53 would be affected by all of the alternatives (+2 Residential).
- A residence and an off-site sign near County TT would likely not be affected (-1 Business, -1 Residential).
- One farm relocation and an off-site sign would likely not be affected by the Through-town Alternative (-1 Business, -1 Residential).
- Several residences and businesses along both sides of US 8 would likely not be affected by the Through-town Alternative.